

AMENDMENTS TO THE SPECIFICATION:

Please replace the paragraph starting on page 2, line 24 with the following amended paragraph:

--Figure 1 shows a system for remote access to motor vehicle components and/or motor vehicle functions. Reference symbol 1 denotes the vehicle-side part, 2 denotes the server-side or provider-side part, and 3 denotes the wireless ~~link~~ interface between the vehicle-side and the server-side parts. Server-side part 2 represents an external infrastructure, which may include service providers, call centers, and databases. Programs, vehicle data, etc., which are transmitted at least in part to the vehicle-side part via the wireless interface, are stored in the database. Any known standard, for example GSM, may be used as the wireless standard for transmission. A terminal 4, which provides the link to wireless interface 3 and, depending on the wireless standard, may be a GSM modem, a GPRS modem, or a UMTS wireless modem, for example, is shown in the vehicle-side part. This terminal 4 is connected to configurable gateway control unit 5, which is in turn connected to a plurality of control units 7, 8, and 9 of the motor vehicle via a vehicle bus 6, for example, a Controller Area Network (CAN) bus.--.

Please replace the paragraph starting on page 4, line 24 with the following amended paragraph:

--Thus, as a result of an appropriate server-side input by a user or an external user request, e.g., outside of the motor vehicle, according to an automatic sequence control during which, for example, the vehicle is identified 2a, access is authenticated 2b, etc., the required software is read from database 2c and transmitted to the vehicle via the wireless link of server-side part 2. There the transmitted data is written permanently or temporarily into the memory of gateway control unit 5, via wireless ~~link-4~~ interface 3 located there, installed in the software environment of the operating system, and possibly executed after activation by the server. During execution of the loaded software, gateway control unit 5 then establishes connection to the vehicle control units and performs the function implemented by the software. From the point of view of the other control units on the vehicle bus, in the case of reading from an error memory, the gateway control unit assumes the role of a test device. This means that, if present, the gateway control unit switches the control unit(s) involved to a test mode and performs the provided actions in this test mode, for example, reading of an error memory, loading of one or more software programs, etc.--.

Please replace the paragraph starting on page 5, line 33 with the following amended paragraph:

--As mentioned previously, the gateway control unit includes components which provide the connection to at least one vehicle control unit via at least one vehicle bus. Depending on the configuration of the vehicle network, such vehicle buses may be, for example, a CAN bus, a K line, and/or a Media Oriented System Transport (MOST) bus, etc. In addition, a connection is provided via which the gateway control unit is connected to a data communication terminal, for example, a wireless modem for a wireless network. This wireless modem is connected to the gateway control unit either directly or indirectly, for example, via a vehicle bus. Depending on the configuration, this vehicle bus may be one of the above-mentioned buses. The gateway control unit also has, in addition to a computer unit, a non-volatile buffer memory, which is provided either as an additional component or as part of the microcomputer. This buffer memory is used for storing the control unit software or parameter files to be installed, the diagnosis results of the error memory of vehicle control units, as well as status information. Furthermore, protocols and sequence controls for addressing at least one control unit via the vehicle bus or for directly addressing control units not connected to the gateway control unit via the bus are stored in the buffer memory. Furthermore, the gateway control unit includes operating software, preferably a Java Virtual Machine, which allows software to be added during operation and on which Java applications independent of the actual gateway control unit software run. These applications use the libraries of the Java Virtual Machine, which are stored in the gateway control unit, possible access to the vehicle bus driver, access to the file system of the gateway control unit for temporary storage of the download software, etc. The software to be loaded is written in Java or is Java-compatible.--.